# The Atchison, Topeka & Santa Fe Railway Co.

## Coast Lines

## VALLEY DIVISION.

# EMPLOYES' TIME TABLE No. 51

IN EFFECT

**SUNDAY, OCTOBER 23, 1921,**

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 50, Dated October 9, 1921, and any Supplements thereto.

**This Time Table is for the Government and Information of Employes of this Company only.**

I. L. HIBBARD,
GENERAL MANAGER.

J. R. HITCHCOCK
ASST. GENERAL MANAGER,
Los Angeles, Cal.

J. W. WALKER,
SUPERINTENDENT,

C. G. FLUHR,
G. W. SIMPSON,
TRAINMASTERS,
Fresno, Cal.

V. J. IMHOFF,
CHIEF DISPATCHER,

W. A. BUCKNER,
ASST. CHIEF DISPATCHER,
Fresno, Cal.

J. H. ZIESKE,
J. D. SUTHERLAND,
F. H. VANDERCOOK,
FRED HART,
J. L. HARTZELL,
TRAIN DISPATCHERS,
Fresno, Cal.

A. C. HARGIS,
S. A. WYSONG,
HARRY HOLDER,
P.W. ARCHIBALD,
TRAIN DISPATCHERS,
Fresno, Cal.

## ALL DISTRICTS.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. The number of tons shown by rate sheet as ordinary trains for engines is based on the maximum grade; but between points where the grade and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill out trains to car limit or to full capacity of their engines.

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

5. No freight train will run more than forty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade, and of thirty cars or more on ascending grade the engine must be detached before spotting to take water or fuel.

6. Rule 91: In addition to instructions contained therein, the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines moving in the same direction must keep five minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "Proceed," and the lamp left burning. When the light is not displayed, trains will reduce speed, and if necessary to ascertain position of signal must be stopped. If no operator on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located at Kern Junction, Bakersfield—Landco, Oil Junction—Ainrof, Treadwell Junction—Porque, Corcoran, Hanford, Visalia, Cutler—Wyeth, Lindsay, Porterville, Reedley, Piedra, Calwa—Fresno, Merced, Riverbank—Oakdale, Stockton—Mormon, Antioch, Bay Point, Richmond—Ferry Point and Oakland.

Richmond yard limits extend on the Oakland District to a point 750 feet west of the Pullman Company switch.

First-class trains when ten minutes or more late are required to move within yard limits at each Kern Junction, Bakersfield—Landco, Cutler—Wyeth, Reedley, Calwa—Fresno, Riverbank—Oakdale, Stockton—Mormon, Richmond—Ferry Point and Oakland, under control, and responsibility for accident will rest with the first-class train.

In case of fog or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

At Bakersfield no train or engine, may exceed a speed of eight miles per hour in the zone between Chester Avenue crossing and west house track switch; within this zone there will be no superiority of trains. All movements must be under control, expecting to find track occupied.

The following yard limits are applicable to second class and extra trains only: Oil Junction—Ainrof, Treadwell Junction—Porque, Hanford, Visalia, Piedra, Lindsay, Porterville, Merced, Antioch, and Bay Point.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains."

Unless otherwise directed extra trains between Calwa and Corcoran will run via first district.

10. The following addition is made to Rule 86-A and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

Extra trains created by example 3 of Form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

First class trains holding any of the orders described under examples 1, 2 and 4 of Form "E", must be governed by the requirements of Rule 92-A excepting as to the first station named in such orders and inferior trains will respect them accordingly.

11. An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakeman.

In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

When helper engine is to be coupled into a train, copies of all orders affecting movement of such train, at or beyond the station where helper is attached, must be provided for and delivered to engineman. Helper enginemen must not proceed without such orders.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

Trains entering sidings must not stop foul of main track to allow brakeman to get on. All movements on sidings must be under control.

13. Rule 5 (B) and last paragraph of Rule D-5: All trains will register at Register Stations.

At Kern Junction, westward trains may register by Form 903 and when operated by staff will not check register.

At Oil Junction, No. 10 will register by form 903.

At Calwa Nos. 9, 10 and 22 will register by form 903.

At Fresno extra trains need not register, (excepting those originating at Fresno), nor check register, except against such trains as were not indicated on the register at Calwa.

At Richmond Nos. 310, 322, 342, 302, 43, 45, 47, 49, 21, 9, 5, 41 and 22 will register by form 903 and will not check register, and Nos. 44, 46, 48, 50, 321, 341, 309 and 305 may register by form 903 but must check register for superior trains unless given check by train order.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe wheels, and know that brakes are not sticking.

15. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

16. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located at Bakersfield, Corcoran, Reedley, Calwa, Riverbank, Stockton, Richmond and Ferry Point.

18. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required by Rule 3.

19. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule as, in the judgment of the conductor and enigneman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Trains having dead engines in tow must observe the following:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed 10 miles per hour or 6 minutes for each and every mile.

With rods down or disconnected but with all drivers on rail, speed of train must not exceed 15 miles per hour or 4 minutes for each mile.

With all rods up and connected, speed of train may be increased to 20 miles per hour or 3 minutes for each mile run.

**MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE**

| CLASS | Service | | | | | |
|---|---|---|---|---|---|---|
| | Passenger | | Freight and Mixed | | Light | |
| | Min. | Sec. | Min. | Sec. | Min. | Sec. |
| 308–332 | 1 | 43 | 1 | 43 | 2 | 00 |
| 439–453 | | | 1 | 43 | 2 | 00 |
| 464–467 | 1 | 43 | 1 | 43 | 2 | 00 |
| 468–497 | | | 1 | 43 | 2 | 00 |
| 649–728 | 1 | 43 | 2 | 00 | 2 | 00 |
| 769–788 | 1 | 43 | 2 | 00 | 2 | 00 |
| 789–824 | 1 | 43 | 2 | 00 | 2 | 00 |
| 825–864 (Simple) | 1 | 43 | 2 | 00 | 2 | 00 |
| 825–864 (Compound) | 2 | 00 | 2 | 30 | 2 | 30 |
| 900–989 | 2 | 00 | 2 | 30 | 2 | 30 |
| 900–989 (Recounterbalanced) | 1 | 43 | 2 | 00 | 2 | 00 |
| 990–999 | 1 | 43 | 2 | 00 | 2 | 00 |
| 1226–1266 (Except simple) | 1 | 12 | 1 | 43 | 1 | 30 |
| 1600–1673 | 2 | 30 | 2 | 30 | 2 | 30 |
| 1600–1673 (Recounterbalanced) | 1 | 43 | 2 | 00 | 2 | 00 |
| 1674–1693 | 1 | 43 | 2 | 00 | 2 | 00 |
| 1798–1799 | 2 | 30 | 2 | 30 | 2 | 30 |
| 1950–1991 | 1 | 43 | 2 | 00 | 2 | 00 |
| Switch, no truck | | | | | 3 | 00 |
| All Other Classes | | | 2 | 00 | 1 | 30 |
| All Classes, backing up | | | | | 3 | 00 |

(Continued from Page 2)

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar and train conductors must observe that this is done.

20. Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station where these trains are required to stop.

21. Trainmen, enginemen or other employes having occasion to place fusees on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fusees so placed.

When doubling, running for water, or for any purpose it becomes necessary to leave portion of train on main track, a red flag by day and a red light by night must be placed in a conspicuous position on forward end of the head car, and in addition two torpedoes must be placed 1000 feet in advance thereof.

22. No train will leave its initial station on any district without receiving clearance card (Form 902) except at points where telegraph or telephone offices are not maintained or where operator not on duty; or at Kern Junction and Bakersfield when trains are operated under staff system.

No train will leave Oil Junction, or Ducor (except when operator not on duty) Corcoran, Stockton, or Richmond (except Nos. 22, 43, 45, 47, 49, 21, 41, 9 and 5 at Richmond) without receiving clearance card.

At Fresno, first-class trains must get clearance (Form 902); other than first-class trains will not be required to get clearance.

At Calwa Nos. 9, 10 and 22 need not get clearance card (Form 902) if train order signal indicates clear.

23. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given.

Rule 882: In making this service test speed of train must not be less than fifteen miles per hour and engine brakes must be released so that it will be known that speed of train is reduced by application of brakes upon the train. On passenger trains when test is made leaving terminal or after train has been cut or changed, the flagman must take position on retainer end of rear car and when he hears the exhaust caused by release of air give the engineman "proceed" signal. If brakes fail to release properly or "proceed" signal not received, train must be stopped.

25. Rule 311: All employes are hereby warned that it is dangerous to stand erect on cars, particularly cars of extraordinary height, while passing through tunnels or at places where there is insufficient clearance and necessary precaution must be used to protect themselves against injury.

26. Where upper quadrant three-position signals are installed the following indications will be provided:

STOP—Arm horizontal, or red light.

PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.

PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in automatic signal at night and the arm can be plainly seen trains will be governed by position of arm.

Where hooded indicators are located at switches the absence of light will indicate block occupied, when light is seen block is clear.

27. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other trains moving in the same direction for which there are no orders, but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A. applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

28. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signals to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, he should deliver such orders at the heading-in switch.

29. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, normal speed may be resumed.

30. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

31. Rule 469: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where damage from fire might result.

32. At station where meal has been served to train the conductor thereof must know that passengers have finished and are out of dining room and lunch counter before announcing departure.

33. Nos. 2, 10 and 22 may be flagged at any station to pick up passengers for points east of Bakersfield and will stop at any station east of Fresno to discharge passengers from points west thereof.

No. 2 will stop at Del Rey, Parlier, North Dinuba or Sultana for passengers for points where No. 2 stops east of Corcoran.

No. 10 will stop at any station between Fresno and Cutler to pick up passengers for points east of Cutler.

No. 5 will stop at any station between Cutler and Fresno to discharge passengers from east of Cutler.

No. 41 will stop on flag at any station to pick up revenue passengers destined any point at which scheduled to flag or stop.

34. Rule 5: At following stations, certain switches (other than extreme) are designated as "heading in" points for trains required to take siding; at these stations trains holding main track will keep clear of such switches until opposing trains shall have cleared them.

Stoil, westward trains use Crossover switch.

Corcoran, First District (Eastward first-class trains only), Crossover switch west of water tank.

Hanford, trains taking siding use siding west of S. P. crossing.

Merced (Westward first-class trains only), Cut-off switch East of depot.

Riverbank (Westward first-class trains only), Lead or passing track switch opposite car repair shed.

Stockton (Westward trains), Cut-off switch West of depot.

At Glen Frazer, Westward trains taking siding will use South passing track and Eastward trains the North passing track.

At Christie and Gateley, Westward trains taking siding will use the North passing track and Eastward trains the South passing track.

35. In automatic signal territory, both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

36. Empties should be handled in solid trains when practicable. When handled with loads in trains of less than 50 cars, or in trains of 50 cars or more, where the empties arein excess of 10, place one-half of the empties on rear and one-half on the head end. In trains of 50 cars or more with 10 or less empties, place them all on rear.

37. Standard thermometers are located at Bakersfield, Calwa, Fresno, Riverbank, Stockton, Richmond and Oakland. Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-H and special bulletins with respect to handling ventilators.

38. If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

39. Engineman and fireman must, when practicable, communicate to each other the indication of all signals affecting the movement of their train.

40. Enginemen having headlight obscured, as required by Rule 17 of the Book of Rules and Regulations of the Operating Department, must not again display light until rear of the opposing train has passed their engine.

When rules require the headlight to be displayed ELECTRIC headlights on engines may be dimmed:

(a) In yards where switch engines are employed.

(b) At meeting points AFTER switch has been lined for opposing train to enter siding as per Rule 89A.

(c) Approaching another train in the act of receiving or discharging passengers.

(d) When standing at station.

(e) On double track as may be expedient or necessary when approaching trains running in the opposite direction.

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# VALLEY DIVISION—FIRST DISTRICT

| WESTWARD | | | | | | | | | TIME TABLE | | | EASTWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | First Class | | | | | | | | NO. 51 | | | First Class | | | | |
| 33 | 21 | 27 | 5 | 9 | Capacity of Sidings | Distance from Albuquerque | Fuel, Water Turn Tables and Wyes | Ruling Grade Ascending | October 23, 1921 | Ruling Grade Ascending. | Telegraph and Telephone Offices and Booth Phones | 2 | 18 | 10 | 22 | 34 |
| FREIGHT | The Missionary | PASSENGER | PASSENGER | The Navajo | | | | | | | | The Navajo | PASSENGER | PASSENGER | The Missionary | FREIGHT |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | No. Cars | Miles | | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| PM<br>4.55 | PM<br>8.15 | | | AM<br>8.15 | 59 | 885.2 | | | **KERN JUNCTION** | | P | AM<br>7.55 | | | PM<br>6.15 | PM<br>10.10 |
| | | | | | | | | 11.6 | 2.5 | 15.8 | | | | | | |
| 5.05<br>8.05 | ¶ 8.25<br>s 8.50 | | PM<br>12.01 | s 8.25<br>¶ 8.55 | YARD | 887.7 | FW<br>TY | | **BAKERSFIELD** | | P | s 7.45<br>¶ 7.15 | | PM<br>5.45 | s 6.05<br>¶ 5.35 | 10.00<br>7.10 |
| | | | | | | | | 5.3 | 2.1 | 12.9 | | | | | | |
| | 8.54 | | 12.06<br>PM | 8.59 | | 889.8 | | | LANDCO | | | 7.09 | | 5.41<br>PM | 5.28 | |
| | | | | | | | | 5.3 | 2.1 | 12.9 | | | | | | |
| | 8.57 | | | f 9.03 | 74 | 891.9 | | | JASTRO | | B | 7.03 | | | 5.24 | |
| | | | | | | | | 0 | 3.8 | 13.7 | | | | | | |
| | f 9.02 | | | f 9.09 | 52 | 895.7 | | | ROSEDALE | | B | 6.58 | | | 5.20 | |
| | | | | | | | | 5.3 | 4.9 | 14.0 | | | | | | |
| | 9.09 | | | 9.16 | 85 | 900.6 | | | UNA | | B | 6.50 | | | 5.14 | |
| | | | | | | | | 9.2 | 4.9 | 0.0 | | | | | | |
| | f 9.17 | | | s 9.23 | 46 | 905.5 | | | SHAFTER | | DP | s 6.43 | | | f 5.08 | |
| | | | | | | | | 10.6 | 7.5 | 10.6 | | | | | | |
| | s 9.27 | | | s 9.34 | 70 | 913.0 | W | | WASCO | | P | s 6.33 | | | s 4.58 | |
| | | | | | | | | 10.6 | 5.8 | 15.8 | | | | | | |
| | 9.36 | | | f 9.41 | 50 | 918.8 | | | ELMO | | B | 6.23 | | | 4.50 | |
| | | | | | | | | 0 | 2.5 | 10.6 | | | | | | |
| | f 9.40 | | | f 9.45 | 4 | 921.3 | | | POND | | | f 6.19 | | | 4.47 | |
| | | | | | | | | 0 | 3.1 | 15.8 | | | | | | |
| | 9.45 | | | f 9.50 | 50 | 924.4 | | | KERNELL | | B | 6.13 | | | 4.43 | |
| | | | | | | | | 0 | 7.5 | 8.4 | | | | | | |
| | f 9.56 | | | s10.00 | 50 | 931.9 | W | | ALLENSWORTH | | DP | f 6.03 | | | 4.34 | |
| | | | | | | | | 1.1 | 4.6 | 1.6 | | | | | | |
| | f10.04 | | | f10.07 | 56 | 936.5 | | | STOIL | | B | f 5.57 | | | 4.28 | |
| | | | | | | | | 9.5 | 5.6 | 9.5 | | | | | | |
| | f10.12 | | | s10.15 | 51 | 942.1 | | | ANGIOLA | | DP | s 5.49 | | | 4.21 | |
| | | | | | | | | 5.3 | 3.9 | 0 | | | | | | |
| | 10.19 | | | f10.21 | 83 | 946.0 | | | BLANCO | | B | 5.43 | | | 4.16 | |
| | | | | | | | | 5.3 | 0.8 | 2.6 | | | | | | |
| | | | | 10.22 | 15 | 946.8 | | | TURNBULL | | | 5.41 | | | 4.15 | |
| | | | | | | | | 0 | 4.1 | 5.3 | | | | | | |
| | s10.28 | PM<br>2.30 | | s10.30 | YARD | 950.9 | WY | | **CORCORAN** | | P | 5.35<br>AM | AM<br>s 9.32 | | s 4.10 | |
| | | | | | | | | 8.2 | 3.0 | 0 | | | | | | |
| | 10.34 | f 2.35 | | 10.35 | 85 | 953.9 | | | BEAN | | B | | f 9.23 | | 4.05 | |
| | | | | | | | | 5.3 | 6.2 | 5.3 | | | | | | |
| | f10.42 | f 2.44 | | f10.44 | 60 | 960.1 | | | GUERNSEY | | DP | | f 9.12 | | 3.59 | |
| | | | | | | | | 10.6 | 4.0 | 0 | | | | | | |
| | 10.48 | f 2.50 | | f10.50 | 25 | 964.1 | | | ODESSA | | | | f 9.05 | | 3.54 | |
| | | | | | | | | 10.6 | 3.8 | 7.9 | | | | | | |
| | s10.55 | s 3.00 | | s10.59 | 61 | 967.9 | W | | S. P. Co. Goshen Branch Crossing<br>HANFORD | | P | | s 8.59 | | s 3.50 | |
| | | | | | | | | 10.6 | 3.2 | 0 | | | | | | |
| | 11.00 | f 3.06 | | f11.05 | 24 | 971.1 | | | BANNER | | | | f 8.51 | | 3.41 | |
| | | | | | | | | 10.6 | 0.6 | 8.4 | | | | | | |
| | | | | | 5 | 971.7 | | | LUCERNE | | | | 8.50 | | | |
| | | | | | | | | 10.6 | 1.5 | 8.4 | | | | | | |
| | 11.04 | f 3.09 | | f11.08 | 46 | 973.2 | | | SHIRLEY | | B | | f 8.47 | | 3.39 | |
| | | | | | | | | 10.6 | 2.8 | 15.8 | | | | | | |
| | f11.08 | s 3.15 | | s11.13 | 83 | 976.0 | Y | | LATON | | DP | | s 8.42 | | 3.36 | |
| | | | | | | | | 10.6 | 5.8 | 15.8 | | | | | | |
| | 11.17 | s **3.29**$^{22}$ | | f11.23 | 61 | 981.8 | W | | CONEJO | | DP | | f 8.32 | | **3.29**$^{27}$ | |
| | | | | | | | | 10.6 | 3.7 | 0 | | | | | | |
| | f11.23 | f 3.35 | | f11.30 | 16 | 985.5 | | | MONMOUTH | | | | f 8.25 | | 3.24 | |
| | | | | | | | | 10.6 | 2.7 | 14.8 | | | | | | |
| | f11.28 | s 3.40 | | f11.35 | 31 | 988.2 | | | BOWLES | | DP | | f 8.20 | | 3.20 | |
| | | | | | | | | 10.6 | 2.8 | 0 | | | | | | |
| | 11.33 | f 3.45 | | f11.41 | 61 | 991.0 | | | OLEANDER | | B | | f 8.15 | | 3.16 | |
| | | | | | | | | 5.3 | 3.4 | 4.2 | | | | | | |
| | | | | | | 994.4 | | | S. P. Co. Main Line Crossing | | | | | | | |
| | | | | | | | | 0 | 0.8 | 3.2 | | | | | | |
| 2.45<br>AM | s11.40<br>PM | s 3.52<br>PM | | s11.48<br>AM | YARD | 995.2 | FW<br>TY | | **CALWA** | | P | | 8.07<br>AM | | 3.11<br>PM | 1.00<br>PM |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (110.0) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| (16.1) | (38.0) | (32.3) | (25.2) | (36.5) | | | | | Average speed per hour | | | (37.9) | (31.3) | (31.5) | (44.8) | (18.2) |

No. 33 has no Time Table superiority.

No. 34 has no Time Table superiority.

# VALLEY DIVISION—VISALIA DISTRICT

| WESTWARD | | | | | Capacity of Sidings | Fuel, Water, Turn Tables, and Wyes | Distance from Corcoran | Ruling Grade Ascending | TIME TABLE<br>NO. 51<br>October 23, 1921 | Ruling Grade Ascending. | Telegraph and Telephone Offices and Booth Phones | EASTWARD | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| First Class | | | | | | | | | | | | First Class | | | | |
| 25 | 5 | 23 | 29 | 35 | | | | | | | | 2 | 30 | 28 | 10 | 24 |
| PASSENGER | PASSENGER | PASSENGER | PASSENGER | PASSENGER | | | | | | | | The Navajo | PASSENGER | PASSENGER | PASSENGER | PASSENGER |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | No Cars | | Miles | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| PM<br>7.45 | | PM<br>12.45 | AM<br>10.35 | AM<br>8.20 | YARD | FWY | | | **CORCORAN** | | P | AM<br>5.30 | AM<br>9.25 | PM<br>2.20 | | PM<br>7.35 |
| | | | | | | | | 5.3 | 4.1 | 0 | | | | | | |
| f 7.53 | | s12.52 | f10.45 | f 8.28 | 22 | | 4.1 | | WAUKENA | | DP | 5.19 | s 9.15 | f 2.08 | | f 7.23 |
| | | | | | | | | 13.2 | 5.6 | 0 | | | | | | |
| f 8.05 | | f 1.03 | f10.58 | f 8.40 | 42 | | 9.7 | | PAIGE | | | 5.09 | f 9.02 | f 1.57 | | f 7.13 |
| | | | | | | | | 12.1 | 1.9 | 0 | | | | | | |
| f 8.09 | | f 1.07 | f11.03 | f 8.45 | 17 | | 11.6 | | ROBLA | | | 5.05 | f 8.58 | f 1.53 | | f 7.09 |
| | | | | | | | | 10.6 | 3.1 | 0 | | | | | | |
| s 8.17 | | s 1.13 | s11.13 | s **8.52**$^{30}$ | 27 | | 14.7 | | S. P. Co. Main Line Crossing<br>TULARE | | DP | s 4.58 | s **8.52**$^{35}$ | s 1.47 | | s 7.01 |
| | | | | | | | | 15.8 | 4.1 | 0 | | | | | | |
| f 8.25 | | f 1.20 | f11.23 | f 9.02 | 21 | | 18.8 | | SWALL | | | 4.47 | f 8.44 | f 1.39 | | f 6.50 |
| | | | | | | | | 8.4 | 6.1 | 10.6 | | | | | | |
| s 8.37 | | s **1.30**$^{28}$ | 11.35<br>AM | s 9.15 | 54 | W | 24.9 | | **VISALIA**<br>S. P. Co. Vizalia Branch Crossing | | P | s 4.37 | s 8.35 | **1.30**$^{23}$<br>PM | | s 6.40 |
| | | | | | | | | 10.6 | 6.6 | 13.2 | | | | | | |
| f 8.51 | | f 1.43 | | f 9.30 | 36 | | 31.5 | | PERAL | | | 4.25 | f 8.21 | | | f 6.22 |
| | | | | | | | | 5.3 | 1.9 | 5.8 | | | | | | |
| | | | | | | | 33.4 | | S.P.Co.Porterville Branch Crossing | | | | | | | |
| | | | | | | | | 11.6 | 2.5 | 0 | | | | | | |
| f 9.01 | | s 1.53 | | s 9.40 | 36 | | 35.9 | | YETTEM | | DP | 4.18 | s 8.14 | | | s 6.14 |
| | | | | | | | | 10.6 | 2.4 | 7.9 | | | | | | |
| s 9.06 | PM<br>3.06 | s 2.00 | | s 9.46 | 39 | W<br>F | 38.8 | | **CUTLER** | | DP | 4.14 | s 8.09 | | PM<br>2.46 | s 6.08 |
| | | | | | | | | 7.9 | 3.1 | 10.6 | | | | | | |
| f 9.12 | 3.12 | s 2.08 | | s 9.52 | 32 | | 41.4 | | SULTANA | | DP | 4.07 | s 8.03 | | 2.40 | s 6.02 |
| | | | | | | | | 6.6 | 1.0 | 10.6 | | | | | | |
| 9.14 | 3.14 | f 2.10 | | f 9.54 | 27 | | 42.4 | | TOKAY | | | 4.05 | f 8.01 | | 2.38 | f 6.00 |
| | | | | | | | | 0 | 2.5 | 13.2 | | | | | | |
| s 9.20 | 3.17 | s 2.18 | | s 9.59 | 36 | | 44.9 | | NORTH DINUBA | | DP | 4.02 | s 7.56 | | 2.34 | s 5.56 |
| | | | | | | | | 10.6 | 3.6 | 10.6 | | | | | | |
| s 9.27 | s 3.25 | s **2.28**$^{10}$ | | s10.08 | 80 | WY<br>F | 48.5 | | REEDLEY | | P | s 3.56 | s 7.50 | | s **2.28**$^{23}$ | s 5.50 |
| | | | | | | | | 10.6 | 2.1 | 15.8 | | | | | | |
| | | | | | | | 50.6 | | S.P.Co.Porterville Branch Crossing | | | | | | | |
| | | | | | | | | 0.0 | 0.1 | 1.0 | | | | | | |
| f 9.32 | 3.30 | f 2.37 | | f10.14 | 20 | | 50.7 | | LACJAC | | | 3.51 | f 7.42 | | 2.21 | f 5.42 |
| | | | | | | | | 0 | 2.2 | 12.8 | | | | | | |
| f 9.36 | 3.33 | s 2.43 | | s10.19 | 74 | | 52.9 | | PARLIER | | DP | 3.48 | s 7.37 | | 2.18 | s 5.37 |
| | | | | | | | | 5.3 | 1.6 | 10.6 | | | | | | |
| f 9.40 | 3.35 | f 2.48 | | f10.22 | 29 | | 54.5 | | MILEY | | | 3.46 | f 7.34 | | 2.16 | f 5.34 |
| | | | | | | | | 10.6 | 3.7 | 8.4 | | | | | | |
| f 9.47 | 3.41 | s 2.58 | | s10.30 | 66 | | 58.2 | | DEL REY | | DP | 3.40 | s 7.28 | | 2.11 | s 5.28 |
| | | | | | | | | 7.4 | 3.4 | 10.6 | | | | | | |
| f 9.54 | 3.47 | f 3.08 | | f10.36 | 33 | | 61.6 | | WOLF | | | 3.34 | f 7.21 | | 2.06 | f 5.21 |
| | | | | | | | | 0 | 2.6 | 8.4 | | | | | | |
| f10.00 | 3.51 | s 3.13 | | s10.42 | 36 | | 64.2 | | LONE STAR | | DP | 3.29 | s 7.16 | | 2.02 | s 5.16 |
| | | | | | | | | 0 | 1.9 | 10.6 | | | | | | |
| 10.04 | 3.54 | f 3.18 | | f10.46 | 25 | | 66.1 | | CECILE | | | 3.26 | f 7.12 | | 1.59 | f 5.12 |
| | | | | | | | | 0 | 2.5 | 10.6 | | | | | | |
| 10.10<br>PM | 3.58<br>PM | 3.25<br>PM | | 10.52<br>AM | Yard | FW<br>TY | 68.6 | | **CALWA** | | P | 3.22<br>AM | 7.08<br>AM | | 1.55<br>PM | 5.08<br>PM |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (68.6) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| (28.4) | (34.9) | (25.7) | (24.9) | (27.1) | | | | | ---------- Average speed per hour---------- | | | (32.0) | (30.0) | (29.9) | (35.6) | (28.0) |

# VALLEY DIVISION—OIL CITY DISTRICT

| WESTWARD | Capacity of Sidings<br>No. Cars | Fuel, Water, Turn Tables and Wyes | Distance from Oil Junction<br>Miles | Ruling Grade Ascending | TIME TABLE NO. 51 October 23, 1921<br>STATIONS | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD |
|---|---|---|---|---|---|---|---|---|
| | 163 | Y | 0 | | **OIL JUNCTION** | | | |
| | | | | 21.1 | 0.3 | 0 | | |
| | 51 | | 0.3 | | STORAGE TRACKS | | | |
| | | | | 21.1 | 1.1 | 0 | | |
| | 14 | | 1.4 | | BOAZ | | | |
| | | | | 0 | 0.5 | 15.8 | | |
| | 44 | | 1.9 | | WAITS | | D | |
| | | | | 0 | 0.6 | 26.4 | | |
| | 44 | | 2.5 | | SEGURO | | | |
| | | | | 0 | 0.5 | 10.6 | | |
| | 47 | | 3.0 | | MALTHA | | | |
| | | | | 52.8 | 0.4 | 0 | | |
| | 43 | | 3.4 | | VOLCAN | | | |
| | | | | 0 | 0.2 | 39.6 | | |
| | 7 | | 3.6 | | LA SOLAS | | | |
| | | | | 39.6 | 0.2 | 0 | | |
| | 56 | | 3.8 | | OMENA | | | |
| | | | | 52.8 | 0.3 | 42.2 | | |
| | 14 | | 4.1 | | ADIOS (Spur) | | | |
| | | | | 0 | 0.1 | 42.2 | | |
| | 14 | | 4.2 | | CESARO (Spur) | | | |
| | | | | 0 | 0.2 | 0 | | |
| | | | 4.4 | | TREADWELL JUNC. | | | |
| | | | | 0 | 0.1 | 21.1 | | |
| | 16 | | 4.5 | | EBIGMO (Spur) | | | |
| | | | | 10.6 | 0.3 | 0 | | |
| | 64 | | 4.8 | | PENTOL | | | |
| | | | | 10.6 | 0.3 | 0 | | |
| | YARD | WY | 5.1 | | OIL CITY | | | |
| | | | | 105.6 | 0.6 | 0 | | |
| | 11 | | 5.7 | | AINROF (Spur) | | | |
| | | | | | (5.7) | | | |

## TREADWELL DISTRICT

| WESTWARD | Capacity of Sidings<br>No. Cars | Fuel, Water, Turn Tables and Wyes | Distance from Treadwell Jct.<br>Miles | Ruling Grade Ascending | TIME TABLE NO. 51 October 23, 1921<br>STATIONS | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD |
|---|---|---|---|---|---|---|---|---|
| | | | 0 | | TREADWELL JUNC. | | | |
| | | | | 116.2 | 0.2 | 0 | | |
| | | | 0.2 | | KINROSS (Spur) | | | |
| | | | | 126.7 | 0.3 | 0 | | |
| | | | 0.5 | | AMIGO (Spur) | | | |
| | | | | 132.0 | 0.2 | 0 | | |
| | | | 0.7 | | ARMIGUS | | | |
| | | | | 118.8 | 0.2 | 0 | | |
| | | | 0.9 | | KINSALE | | | |
| | | | | 128.7 | 0.1 | 0 | | |
| | | | 1.0 | | FORFAR | | | |
| | | | | 132.0 | 0.2 | 0 | | |
| | | | 1.2 | | DERWENT (Spur) | | | |
| | | | | 108.2 | 0.5 | 0 | | |
| | | | 1.7 | | CUANDO (Spur) | | | |
| | | | | 140.8 | 0.3 | 0 | | |
| | | | 2.0 | | TUBIG | | | |
| | | | | 151.8 | 0.2 | 0 | | |
| | | | 2.2 | | HAYNAN | | | |
| | | | | 151.8 | 0.1 | 0 | | |
| | | | 2.3 | | CERTINA (Spur) | | | |
| | | | | 151.8 | 0.1 | 0 | | |
| | | | 2.4 | | PORQUE (Spur) | | | |
| | | | | | (2.4) | | | |

# PORTERVILLE-OROSI DISTRICT

| WESTWARD<br>Second Class<br>91<br>MIXED<br>Leave Daily Ex. Sunday | WESTWARD<br>First Class<br>5<br>PASSENGER<br>Leave Daily | Capacity of Sidings<br>No. Cars | Fuel, Water Turn Tables and Wyes | Distance from Minkler<br>Miles | Ruling Grade Ascending | TIME TABLE NO. 51 October 23, 1921<br>STATIONS | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD<br>First Class<br>10<br>PASSENGER<br>Arrive Daily | EASTWARD<br>Second Class<br>96<br>MIXED<br>Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|---|---|---|---|---|
| | PM<br>12.01 | YARD | F W<br>TY | 116.1 | | BAKERSFIELD | | | PM<br>5.45 | |
| | | | | | 5.3 | 2.1 | 12.7 | | | |
| | PM<br>12.06 | 60 | | 114.0 | | LANDCO | | | PM<br>5.41 | |
| | | | | | 47.5 | 3.2 | 31.7 | | | |
| | 12.12<br>PM | | | 110.8 | | **OIL JUNCTION** | | | 5.35<br>PM | |
| | | | | | | 38.7 | | | | |
| | PM<br>s 1.10 | | | 72.1 | | **DUCOR** | | | PM<br>s 4.35 | |
| | | | | | 52.8 | 6.0 | 52.8 | | | |
| | f 1.21 | 75 | | 66.1 | | ULTRA | | | f 4.25 | |
| | | | | | 52.8 | 7.1 | 52.8 | | | |
| | 1.32 | | | 59.0 | | PORTERVILLE JUNC.<br>P. N. E. Railway Crossing | | | 4.10 | |
| | | | | | 31.7 | 0.8 | 0 | | | |
| | s 1.37 | 84 | YW | 58.2 | | PORTERVILLE | | P | s 4.09 | |
| | | | | | 52.8 | 5.9 | 52.8 | | | |
| | | | | 52.3 | | Visalia Electric Railway Crossing | | | | |
| | | | | | | 0.3 | | | | |
| | 1.53 | 60 | | 52.0 | | STRATHMORE JUNC. | | | 3.56 | |
| | | | | | 30.0 | 1.3 | 0 | | | |
| | | 31 | | 50.7 | | MIRADOR | | | | |
| | | | | | 0 | 1.5 | 29.0 | | | |
| | | | | 49.2 | | Visalia Electric Railway Crossing | | | | |
| | | | | | 0 | 2.6 | 26.4 | | | |
| | s 2.04 | 135 | W | 46.6 | | LINDSAY | | DP | s 3.43 | |
| | | | | | 28.4 | 3.1 | 30.8 | | | |
| | | 23 | | 43.5 | | ROBYN | | | | |
| | | | | | 0.0 | 0.6 | 9.8 | | | |
| | | 18 | | 42.9 | | SIDES | | | | |
| | | | | | 15 8 | 3.7 | 0 | | | |
| | s 2.21 | 99 | | 39.2 | | EXETER | | DP | s 3.29 | |
| | | | | | 15.8 | 0.3 | 0 | | | |
| | | | | 38.9 | | Visalia Electric Railway Crossing | | | | |
| | | | | | 9.4 | 0.6 | 0 | | | |
| | | 10 | | 38.3 | | ANTES | | | | |
| | | | | | 3.6 | 2.2 | 5.2 | | | |
| | | 13 | | 36.1 | | VENIDA | | | | |
| | | | | | 15.8 | 2.1 | 19.8 | | | |
| | | 22 | | 34.0 | | FANE | | | | |
| | | | | | 21.1 | 2.9 | 7.9 | | | |
| | f 2.39 | 30 | W | 31.1 | | REDBANKS | | | f 3.11 | |
| | | | | | 10.5 | 0.1 | 0 | | | |
| | | | | 31.0 | | Visalia Electric Railway Crossing | | | | |
| | | | | | 10.5 | 1.0 | 21.1 | | | |
| | 2.42 | 19 | | 30.0 | | BAIER | | | 3.08 | |
| | | | | | 0 | 1.7 | 21.1 | | | |
| | | 11 | | 28.3 | | CAIRNS | | | | |
| | | | | | 0 | 1.4 | 17.4 | | | |
| | | 14 | | 26.9 | | RAYO | | | | |
| | | | | | 0 | 3.2 | 17.4 | | | |
| | f 2.57$^{10}$ | 55 | | 23.7 | | SEVILLE | | DP | f 2.57$^{5}$ | |
| | | | | | 15.3 | 3.2 | 10.5 | | | |
| | 3.03 | | Y | 20.5 | | WYETH | | | 2.51 | PM<br>2.05 |
| | | | | | 0 | 1.6 | 15.8 | | | |
| | 3.05<br>PM | 39 | WF | | | **CUTLER** | | DP | 2.48<br>PM | 2.00<br>PM |
| | | | | | | 1.6 | | | | |
| PM<br>2.06 | | | Y | 20.5 | | WYETH | | | | |
| | | | | | 14.4 | 2.0 | 0 | | | |
| f 2.16 | | 30 | | 18.5 | | OROSI | | DP | | |
| | | | | | 30.3 | 4.2 | 0 | | | |
| f 2.26 | | 12 | | 14.3 | | PRIMERO | | | | |
| | | | | | 13.0 | 2.1 | 15.1 | | | |
| s 2.40 | | 58 | | 12.2 | | ORANGE COVE | | DP | | |
| | | | | | 16.2 | 5.8 | 10.5 | | | |
| f 3.00 | | 31 | | 6.4 | | NAVALENCIA | | | | |
| | | | | | 19.3 | 6.4 | 31.6 | | | |
| 3.20<br>PM | | 18 | WY | | | **MINKLER** | | DP | | |
| | | | | | | 116.1 | | | | |
| Arrive Daily Ex. Sunday | Arrive Daily | | | | | | | | Leave Daily | Leave Daily Ex. Sunday |
| (16.6) | (31.1) | | | | | Average speed per hour | | | (32.9) | (19.2) |

## WAHTOKE DISTRICT

| WESTWARD<br>Second Class | | Capacity of Sidings<br>No. Cars | Fuel, Water, Turn Tables, and Wyes | Distance from Reedley<br>Miles | Ruling Grade Ascending | TIME TABLE<br>NO. 51<br>October 23, 1921<br>STATIONS | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD<br>Second Class<br>92<br>MIXED<br>Arrive Daily Ex. Sunday | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 80 | F<br>WY | | | **REEDLEY** | | P | PM<br>3.55 | |
| | | | | | 26.4 | 4.3 | 10.6 | | | |
| | | 39 | | 4.3 | | RADWIN | | | f 3.40 | |
| | | | | | 21.1 | 0.5 | 13.2 | | | |
| | | 6 | | 4.8 | | VINO | | | f 3.38 | |
| | | | | | 15.8 | 1.0 | 21.1 | | | |
| | | 15 | | 5.8 | | WAHTOKE | | B | f 3.35 | |
| | | | | | 31.7 | 3.4 | 0 | | | |
| | | 18 | WY | 9.2 | | **MINKLER** | | DP | 3.25<br>PM | |
| | | | | | 52.8 | 1.9 | 0 | | | |
| | | 39 | | 11.1 | | OAKHURST | | | | |
| | | | | | 37.0 | 3.6 | 0.0 | | | |
| | | 4 | | 14.7 | | AVOCADO | | | | |
| | | | | | 42.2 | 2.1 | 18.5 | | | |
| | | Yard | | 16.8 | | **PIEDRA** | | DP | | |
| | | | | | | 16.8 | | | Leave Daily Ex. Sunday | |
| | | | | | | Average speed per hour | | | (18.4) | |

## LATON DISTRICT

| WESTWARD | Capacity of Sidings<br>No. Cars | Fuel, Water, Turn Tables and Wyes | Distance from Laton<br>Miles | Ruling Grade Ascending | TIME TABLE<br>NO. 51<br>October 23, 1921<br>STATIONS | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD |
|---|---|---|---|---|---|---|---|---|
| | 83 | Y | 0 | | **LATON** | | DP | |
| | | | | 29.3 | 1.9 | 52.8 | | |
| | | | 1.9 | | S. P. Goshen Branch Crossing | | | |
| | | | | 42.2 | 3.6 | 52.8 | | |
| | 11 | | 5.5 | | CLINT | | | |
| | | | | 52.8 | 2.2 | 52.8 | | |
| | 19 | | 7.7 | | H. & S. L. R. R. Crossing<br>CORNWELL | | | |
| | | | | 35.2 | 1.9 | 35.2 | | |
| | 11 | | 9.6 | | GEPFORD | | | |
| | | | | 40.4 | 2.1 | 49.6 | | |
| | 4 | | 11.7 | | ROY | | | |
| | | | | 35.2 | 3.5 | 39.6 | | |
| | 20 | | 15.2 | | SHILLING | | | |
| | | | | 26.4 | 2.2 | 21.1 | | |
| | 26 | Y<br>W | 17.4 | | LANARE | | B | |
| | | | | | (17.4) | | | |
| | | | | | Average speed per hour | | | |

No. 33 has no Time Table superiority.

WESTWARD

First Class

| 33 | 21 | 25 | 31 | 5 | 27 | 23 | 9 | 35 | 17 | 15 | 41 | Capacity of Sidings | Distance from Albuquerque | Fuel, Water, Turn Tables and Wyes | Ruling Grade Ascending | TIME TABLE<br>NO. 51<br>October 23, 1921 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| FREIGHT | The Missionary | PASSENGER | PASSENGER | PASSENGER | PASSENGER | PASSENGER | The Navajo | PASSENGER | PASSENGER | PASSENGER | PASSENGER | | | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | No. Cars | Miles | | | STATIONS |
| AM<br>4.45 | PM<br>11.41 | PM<br>10.13 | PM<br>4.40 | PM<br>4.03 | PM<br>3.53 | PM<br>3.27 | AM<br>11.49 | AM<br>10.52 | AM<br>7.35 | AM<br>6.35 | AM<br>5.45 | Yard | 995.2 | FW<br>TY | | **CALWA** |
| | | | | | | | | | | | | | | | 0 | 1.5 |
| | | | | | | | | | | | | | 996.7 | | | S.P.Co. Porterville Branch Crossing |
| | | | | | | | | | | | | | | | 6.6 | 1.4 |
| | | | | | | | | | | | | | | | | S. P. Co. Pollasky Branch Crossing |
| | s11.50<br>AM<br>12.15 | 10.20<br>PM | 4.50<br>PM | s 4.10<br>4.20 | 4.00<br>PM | 3.35<br>PM | 11.56<br>PM<br>12.04 | 11.00<br>AM | 7.45<br>AM | 6.45<br>AM | s 5.52<br>6.00 | Yard | 998.1 | | | **FRESNO** |
| | | | | | | | | | | | | | | | 15.8 | 7.6 |
| | 12.30 | | | 4.32 | | | f12.16 | | | | 6.12 | 70 | 1005.7 | | | FIGARDEN |
| | | | | | | | | | | | | | | | 13.2 | 5.9 |
| | 12.41 | | | 4.40 | | | f12.24 | | | | 6.20 | 26 | 1011.6 | | | GREGG |
| | | | | | | | | | | | | | | | 0 | 2.4 |
| | 12.45 | | | 4.43 | | | f12.27 | | | | 6.23 | 47 | 1014.0 | | | TRIGO |
| | | | | | | | | | | | | | | | 15.8 | 5.6 |
| | 12.53 | | | 4.50 | | | f12.35 | | | | 6.30 | 53 | 1019.6 | W | | STOREY |
| | | | | | | | | | | | | | | | 15.8 | 6.5 |
| | 1.03 | | | 4.58 | | | f12.44 | | | | 6.38 | 82 | 1026.1 | | | KISMET |
| | | | | | | | | | | | | | | | 10.6 | 0.3 |
| | | | | | | | | | | | | | 1026.4 | | | S. P. Co. Berenda Branch Crossing |
| | | | | | | | | | | | | | | | 7.4 | 3.8 |
| | 1.10 | | | 5.04 | | | f**12.51**$^{10}$ | | | | f 6.44 | 48 | 1030.2 | | | SHARON |
| | | | | | | | | | | | | | | | 5.3 | 2.3 |
| | 1.15 | | | 5.07 | | | f12.55 | | | | 6.47 | 13 | 1032.5 | | | MEDANO |
| | | | | | | | | | | | | | | | 15.8 | 3.2 |
| | 1.20 | | | 5.11 | | | f 1.00 | | | | 6.51 | 83 | 1035.7 | | | MARGUERITE |
| | | | | | | | | | | | | | | | 0 | 2.6 |
| | 1.24 | | | 5.14 | | | f 1.03 | | | | 6.54 | 18 | 1038.3 | | | DICKINSON |
| | | | | | | | | | | | | | | | 0 | 3.1 |
| | f 1.30 | | | 5.18 | | | s 1.09 | | | | f 6.58 | 64 | 1041.4 | W | | LEGRAND |
| | | | | | | | | | | | | | | | 5.3 | 3.0 |
| | 1.36 | | | 5.21 | | | f 1.14 | | | | 7.02 | 20 | 1044.4 | | | BURCHELL |
| | | | | | | | | | | | | | | | 5.3 | 2.8 |
| | **1.42**$^{2}$ | | | f 5.25 | | | s 1.18 | | | | f 7.05 | 53 | 1047.2 | | | PLANADA |
| | | | | | | | | | | | | | | | 0 | 3.3 |
| | 1.50 | | | 5.29 | | | f 1.23 | | | | 7.09 | 82 | 1050.5 | | | TUTTLE |
| | | | | | | | | | | | | | | | 0 | 5.5 |
| | s 2.05 | | | s 5.40 | | | ¶ **1.31**$^{22}$<br>s **2.01** | | | | s 7.20 | Yard | 1056.0 | W | | MERCED<br>Yosemite Valley R. R. Crossing |
| | | | | | | | | | | | | | | | 7.9 | 1.7 |
| | | | | | | | | | | | | | 1057.7 | | | S. P. Co. Oakdale Branch Crossing |
| | | | | | | | | | | | | | | | 5.3 | 2.4 |
| | 2.15 | | | 5.47 | | | 2.07 | | | | 7.27 | 10 | 1060.1 | | | HOFF |
| | | | | | | | | | | | | | | | 15.8 | 2.1 |
| | 2.20 | | | 5.49 | | | f 2.10 | | | | 7.29 | 81 | 1062.2 | | | CUBA |
| | | | | | | | | | | | | | | | 15.8 | 1.8 |
| | 2.24 | | | 5.51 | | | 2.12 | | | | 7.32 | 18 | 1064.0 | | | YAM |
| | | | | | | | | | | | | | | | 10.6 | 1.3 |
| | 2.27 | | | 5.53 | | | s 2.14 | | | | 7.34 | 28 | 1065.3 | | | WINTON |
| | | | | | | | | | | | | | | | 10.6 | 3.7 |
| | 2.35 | | | 5.58 | | | f 2.19 | | | | 7.39 | 20 | 1069.0 | | | CRESSY |
| | | | | | | | | | | | | | | | 15.8 | 2.9 |
| | 2.42 | | | 6.02 | | | f 2.24 | | | | 7.43 | 82 | 1071.9 | | | BALLICO |
| | | | | | | | | | | | | | | | 15.8 | 7.6 |
| | f 2.58 | | | 6.11 | | | s 2.35 | | | | f 7.52 | 62 | 1079.5 | W | | DENAIR |
| | | | | | | | | | | | | | | | 12.1 | 6.3 |
| | f 3.13 | | | 6.20 | | | s 2.46 | | | | f 8.01 | 46 | 1085.8 | | | HUGHSON |
| | | | | | | | | | | | | | | | 17.4 | 3.4 |
| | 3.21 | | | 6.26 | | | s 2.52 | | | | f 8.07 | 71 | 1089.2 | | | EMPIRE |
| | | | | | | | | | | | | | | | 7.9 | 3.5 |
| | 3.28 | | | 6.31 | | | f 2.57 | | | | 8.12 | 51 | 1092.7 | | | CLAUS |
| | | | | | | | | | | | | | | | 26.4 | 3.5 |
| 10.45<br>AM | 3.35<br>AM | | | 6.37<br>PM | | | 3.04<br>PM | | | | 8.18<br>AM | Yard | 1096.2 | FW<br>TY | | **RIVERBANK** |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (101.0) |
| (16.8) | (29.0) | (24.8) | (17.4) | (40.6) | (24.8) | (21.7) | (38.6) | (21.7) | (17.4) | (17.4) | (41.8) | | | | | Average speed per hour |

| TIME TABLE<br>NO. 51<br>October 23, 1921 | Telegraph and Telephone Offices and Booth Phones | Ruling Grade Ascending | EASTWARD First Class | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2 | 30 | 18 | 26 | 10 | 22 | 32 | 36 | 24 | 42 | 38 | 34 |
| | | | The Navajo | PASSENGER | PASSENGER | PASSENGER | PASSENGER | The Missionary | PASSENGER | PASSENGER | PASSENGER | PASSENGER | PASSENGER | FREIGHT |
| STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| **CALWA** | P | | AM 3.22 | AM 7.07 | AM 8.07 | AM 11.20 | PM 1.55 | PM 3.11 | PM 3.55 | PM 4.15 | PM 5.07 | PM 10.22 | PM 10.35 | AM 10.30 |
| 1.5 | | 0 | | | | | | | | | | | | |
| S.P.Co. Porterville Branch Crossing | | | | | | | | | | | | | | |
| 1.4 | | 15.8 | | | | | | | | | | | | |
| S. P. Co. Pollasky Branch Crossing | | | | | | | | | | | | | | |
| **FRESNO** | P | | 3.15<br>s 3.00 | 7.00 AM | 8.00 AM | 11.10 AM | 1.48<br>s 1.40 | s 3.04 | 3.45 PM | 4.05 PM | 5.00 PM | s10.15 | 10.25 PM | |
| 7.6 | | 15.8 | | | | | | | | | | | | |
| FIGARDEN | B | | 2.48 | | | | f 1.26 | 2.49 | | | | 10.00 | | |
| 5.9 | | 15.8 | | | | | | | | | | | | |
| GREGG | | | 2.39 | | | | f 1.18 | 2.41 | | | | 9.52 | | |
| 2.4 | | 15.8 | | | | | | | | | | | | |
| TRIGO | B | | 2.35 | | | | f 1.14 | 2.38 | | | | 9.49 | | |
| 5.6 | | 12.7 | | | | | | | | | | | | |
| STOREY | DP | | 2.27 | | | | s 1.07 | 2.32 | | | | 9.42 | | |
| 6.5 | | 15.8 | | | | | | | | | | | | |
| KISMET | P | | 2.18 | | | | f12.57 | 2.25 | | | | 9.34 | | |
| 0.3 | | 0 | | | | | | | | | | | | |
| S. P. Co. Berenda Branch Crossing | | | | | | | | | | | | | | |
| 3.8 | | 0 | | | | | | | | | | | | |
| SHARON | DP | | 2.11 | | | | f12.51[9] | 2.20 | | | | f 9.29 | | |
| 2.3 | | 5.3 | | | | | | | | | | | | |
| MEDANO | | | 2.07 | | | | f12.46 | 2.17 | | | | 9.26 | | |
| 3.2 | | 15.8 | | | | | | | | | | | | |
| MARGUERITE | B | | 2.02 | | | | f12.41 | 2.14 | | | | 9.21 | | |
| 2.6 | | 15.8 | | | | | | | | | | | | |
| DICKINSON | | | 1.58 | | | | 12.38 | 2.11 | | | | 9.17 | | |
| 3.1 | | 15.8 | | | | | | | | | | | | |
| LEGRAND | DP | | f 1.53 | | | | s12.33 | 2.07 | | | | s 9.12 | | |
| 3.0 | | 15.8 | | | | | | | | | | | | |
| BURCHELL | | | 1.47 | | | | 12.28 | 2.04 | | | | 9.07 | | |
| 2.8 | | 10.6 | | | | | | | | | | | | |
| PLANADA | DP | | 1.42[21] | | | | s12.25 | 2.00 | | | | f 9.03 | | |
| 3.3 | | 12.7 | | | | | | | | | | | | |
| TUTTLE | B | | 1.36 | | | | f12.20 | 1.56 | | | | 8.58 | | |
| 5.5 | | 10.6 | | | | | | | | | | | | |
| MERCED<br>Yosemite Valley R. R. Crossing | P | | s 1.26 | | | | s12.12 | s 1.50[9]<br>¶ 1.25 | | | | s 8.50 | | |
| 1.7 | | 17.4 | | | | | | | | | | | | |
| S. P. Co. Oakdale Branch Crossing | | | | | | | | | | | | | | |
| 2.4 | | 10.6 | | | | | | | | | | | | |
| HOFF | | | 1.15 | | | | 12.01 PM | 1.18 | | | | 8.39 | | |
| 2.1 | | 10.6 | | | | | | | | | | | | |
| CUBA | B | | 1.13 | | | | f11.58 | 1.15 | | | | 8.36 | | |
| 1.8 | | 15.8 | | | | | | | | | | | | |
| YAM | | | 1.10 | | | | f11.56 | 1.13 | | | | 8.34 | | |
| 1.3 | | 13.2 | | | | | | | | | | | | |
| WINTON | DP | | 1.08 | | | | s11.54 | 1.11 | | | | 8.32 | | |
| 3.7 | | 12.1 | | | | | | | | | | | | |
| CRESSY | | | 1.03 | | | | f11.47 | 1.06 | | | | 8.28 | | |
| 2.9 | | 15.8 | | | | | | | | | | | | |
| BALLICO | B | | 12.58 | | | | f11.42 | 1.02 | | | | 8.24 | | |
| 7.6 | | 15.8 | | | | | | | | | | | | |
| DENAIR | DP | | f12.48 | | | | s11.31 | 12.53 | | | | f 8.14 | | |
| 6.3 | | 10.6 | | | | | | | | | | | | |
| HUGHSON | DP | | f12.40 | | | | s11.20 | 12.45 | | | | f 8.04 | | |
| 3.4 | | 15.8 | | | | | | | | | | | | |
| EMPIRE | DP | | 12.35 | | | | s11.13 | 12.41 | | | | f 7.57 | | |
| 3.5 | | 10.6 | | | | | | | | | | | | |
| CLAUS | B | | 12.30 | | | | f11.07 | 12.37 | | | | 7.51 | | |
| 3.5 | | 10.6 | | | | | | | | | | | | |
| **RIVERBANK** | P | | 12.25 AM | | | | 11.01 AM | 12.32 PM | | | | 7.45 PM | | 4.30 AM |
| (101.0) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Average speed per hour | | | (37.4) | (24.8) | (24.8) | (17.4) | (36.5) | (45.2) | (17.4) | (17 4) | (24 5) | (38.6) | (17.4) | (16.8) |

**No. 34 has no Time Table superiority.**

| WESTWARD | | | | | | | | | | | | | TIME TABLE<br>NO. 51<br>October 23, 1921 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | First Class | | | | | | | | Capacity of Sidings | Distance from Albuquerque | Fuel, Water, Turn Tables and Wyes | Ruling Grade Ascending. | |
| 33 | 5 | 49 | 9 | 47 | 41 | 45 | 21 | 43 | | | | | |
| FREIGHT | PASSENGER | The Navajo | The Navajo | PASSENGER | PASSENGER | The Missionary | The Missionary | PASSENGER | | | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | No. Cars | Miles | | | STATIONS |
| PM<br>12.45 | PM<br>6.43 | | PM<br>3.10 | | AM<br>8.24 | | AM<br>4.00 | | YARD | 1096.2 | FW<br>TY | | **RIVERBANK** |
| | | | | | | | | | | | | 15.8 | 5.2 |
| | f 6.50 | | s 3.19 | | f 8.31 | | f 4.15 | | 47 | 1101.4 | W | | ESCALON |
| | | | | | | | | | | | | 0 | 5.4 |
| | 6.58 | | s 3.28 | | 8.38 | | f 4.27 | | 47 | 1106.8 | | | AVENA |
| | | | | | | | | | | | | 0 | 5.5 |
| | 7.05 | | f 3.36 | | 8.46 | | f 4.38 | | 59 | 1112.3 | | | BURNHAM |
| | | | | | | | | | | | | 0 | 4.4 |
| | **7.10**$^{42}$ | | 3.42 | | 8.52 | | 4.48 | | 83 | 1116.7 | | | LARSON |
| | | | | | | | | | | | | 0 | 2.9 |
| | 7.13 | | 3.46 | | 8.55 | | 4.54 | | Yard | 1119.6 | | | MORMON |
| | | | | | | | | | | | | 15.8 | 1.6 |
| | s 7.20 | | s 3.50<br>4.00 | | s 8.58<br>9.05 | | s 4.58<br>5.20 | | Yard | 1121.2 | FW<br>TY | | S.P. and W.P. Main Line Crossings<br>**STOCKTON**<br>Western Pacific Ry. Crossing. |
| | | | | | | | | | | | | 15.8 | 4.5 |
| | 7.28 | | f 4.09 | | f 9.14 | | f 5.29 | | 60 | 1125.7 | | | WOODSBRO |
| | | | | | | | | | | | | 0 | 1.2 |
| | 7.30 | | 4.11 | | 9.16 | | 5.31 | | 49 | 1126.9 | | | GILLIS |
| | | | | | | | | | | | | 0 | 2.0 |
| | 7.32 | | s 4.16 | | s 9.21 | | s 5.37 | | 75 | 1128.9 | | | HOLT |
| | | | | | | | | | | | | 10.6 | 4.5 |
| | 7.38 | | 4.23 | | 9.28 | | 5.44 | | 74 | 1133.4 | | | TRULL |
| | | | | | | | | | | | | 11.6 | 1.4 |
| | 7.40 | | s 4.26 | | s 9.31 | | f 5.46 | | 12 | 1134.8 | | | MIDDLE RIVER |
| | | | | | | | | | | | | 11.6 | 1.4 |
| | 7.44 | | s 4.31 | | s **9.37**$^{10}$ | | 5.51 | | 83 | 1136.2 | W | | ORWOOD |
| | | | | | | | | | | | | 10.6 | 3.5 |
| | 7.49 | | f 4.37 | | f 9.42 | | 5.56 | | 72 | 1139.7 | | | BIXLER |
| | | | | | | | | | | | | 10.6 | 3.1 |
| | 7.54 | | s 4.43 | | s 9.47 | | s 6.04 | | 51 | 1142.8 | | | KNIGHTSEN |
| | | | | | | | | | | | | 3.5 | 3.1 |
| | 7.59 | | s 4.52 | | s 9.53 | | f 6.10 | | 82 | 1145.9 | | | OAKLEY |
| | | | | | | | | | | | | 13.2 | 4.7 |
| | 8.05 | | 5.00 | | 9.58 | | 6.16 | | 83 | 1150.6 | | | SANDO |
| | | | | | | | | | | | | 0.0 | 1.3 |
| | s 8.09 | | s 5.07 | | s 10.03 | | s 6.21 | | Yard | 1151.9 | W | | ANTIOCH |
| | | | | | | | | | | | | 15.8 | 3.9 |
| | 8.15 | | s 5.17 | | s 10.08 | | f 6.28 | | 82 | 1155.8 | | | PITTSBURG |
| | | | | | | | | | | | | 10.6 | 3.5 |
| | 8.20 | | f 5.24 | | f 10.13 | | 6.33 | | 82 | 1159.3 | | | BROSE |
| | | | | | | | | | | | | 15.8 | 4.4 |
| | 8.26 | | s 5.31 | | s 10.19 | | f 6.39 | | YARD | 1163.7 | | | BAY POINT |
| | | | | | | | | | | | | 5.3 | 1.9 |
| | | | | | | | | | 20 | 1165.6 | Y | | BLUME |
| | | | | | | | | | | | | 5.3 | 1.5 |
| | 8.31 | | **5.37**$^{42}$ | | f 10.24 | | 6.45 | | 83 | 1167.1 | | | MALTBY |
| | | | | | | | | | | | | 52.8 | 1.6 |
| | 8.34 | | f 5.41 | | f **10.29**$^{22}$ | | 6.47 | | 83 | 1168.7 | | | VINE HILL |
| | | | | | | | | | | | | 52.8 | 1.9 |
| | 8.38 | | f 5.46 | | f 10.35 | | 6.52 | | 12 | 1170.6 | | | MUIR |
| | | | | | | | | | | | | 56.0 | 2.7 |
| | 8.44 | | f 5.55 | | f 10.42 | | 7.00 | | 100 | 1173.3 | W | | GLEN FRAZER |
| | | | | | | | | | | | | 52.8 | 1.8 |
| | 8.49 | | 6.00 | | f 10.47 | | f 7.05 | | 125 | 1175.1 | W | | CHRISTIE |
| | | | | | | | | | | | | 0 | 4.3 |
| | 8.55 | | 6.06 | | f 10.54 | | 7.12 | | 76 | 1179.4 | | | LUZON |
| | | | | | | | | | | | | 0 | 1.6 |
| | 8.57 | | 6.08 | | 10.56 | | 7.14 | | 39 | 1181.0 | | | HERPOCO |
| | | | | | | | | | | | | 0 | 0.4 |
| | 8.58 | | s 6.09 | | s 10.57 | | s 7.15 | | 15 | 1181.4 | | | PINOLE |
| | | | | | | | | | | | | 49.6 | 1.6 |
| | 9.00 | | 6.11 | | f 11.00 | | 7.19 | | 150 | 1183.0 | | | GATELEY |
| | | | | | | | | | | | | 52.8 | 3.3 |
| | 9.06 | | 6.16 | | 11.05 | | 7.26 | | 71 | 1186.3 | | | RHEEM |
| | | | | | | | | | | | | 29.6 | 1.5 |
| | 9.08 | | 6.18 | | f 11.07 | | 7.28 | | 38 | 1187.8 | | | SAN PABLO |
| | | | | | | | | | | | | 51.7 | 1.8 |
| 8.40<br>PM | s **9.12**$^{2}$ | PM<br>8.26 | s 6.25 | PM<br>4.26 | s 11.15 | AM<br>9.26 | s 7.37 | AM<br>7.26 | YARD | 1189.6 | FW<br>TY | | **RICHMOND** |
| | | | | | | | | | | | | 10.6 | 0.6 |
| | f 9.13 | 8.27 | f 6.26 | 4.27 | f 11.16 | 9.27 | f 7.38 | 7.27 | | 1190.2 | | | RICHMOND AVE. |
| | | | | | | | | | | | | 0 | 1.5 |
| | 9.17<br>PM<br>9.27 | 8.33<br>PM | 6.31<br>PM<br>6.49 | 4.33<br>PM | 11.20<br>AM<br>11.27 | 9.33<br>AM | 7.45<br>AM<br>7.57 | 7.33<br>AM | YARD | 1191.7 | | | **FERRY POINT** |
| | | | | | | | | | | | | | 7.7 |
| | 10.05<br>PM | | 7.30<br>PM | | 12.05<br>PM | | 8.35<br>AM | | | 1199.4 | | | SAN FRANCISCO |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (95.5) |
| (11.8) | (37.2) | (18.0) | (30.0) | (18.0) | (32.5) | (18.0) | (29.2) | (18.0) | Average speed per hour | | | | |

No. 33 has no Time Table superiority.

**TIME TABLE**
NO. 51
October 23, 1921

|  | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  | First Class |  |  |  |  |  |  |  |  |
|  |  |  | **10** | **44** | **22** | **46** | **42** | **48** | **2** | **50** | **34** |
|  |  |  | PASSENGER | The Missionary | The Missionary | PASSENGER | PASSENGER | The Navajo | The Navajo | PASSENGER | Freight |
| STATIONS |  |  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| **RIVERBANK** |  | P | AM<br>10.55 |  | PM<br>12.26 |  | PM<br>7.40 |  | AM<br>12.17 |  | AM<br>3.30 |
| 5.2 | 15.8 |  |  |  |  |  |  |  |  |  |  |
| ESCALON |  | DP | s10.46 |  | 12.18 |  | f 7.31 |  | f12.08<br>AM |  |  |
| 5.4 | 14.8 |  |  |  |  |  |  |  |  |  |  |
| AVENA |  | B | f10.37 |  | 12.11 |  | 7.23 |  | 11.59 |  |  |
| 5.5 | 10.0 |  |  |  |  |  |  |  |  |  |  |
| BURNHAM |  | NP | f10.29 |  | 12.03<br>PM |  | 7.16 |  | 11.51 |  |  |
| 4.4 | 9.2 |  |  |  |  |  |  |  |  |  |  |
| LARSON |  | B | 10.22 |  | 11.57 |  | 7.10$^{5}$ |  | 11.44 |  |  |
| 2.9 | 10.6 |  |  |  |  |  |  |  |  |  |  |
| MORMON |  | B | 10.18 |  | 11.53 |  | 7.01 |  | 11.39 |  |  |
| 1.6 | 15.3 |  |  |  |  |  |  |  |  |  |  |
| S.P. and W.P. Main Line Crossings<br>**STOCKTON**<br>Western P'cific Ry. Crossing |  | P | s10.15<br>10.10 |  | s11.50 |  | s 6.55 |  | 11.36<br>s11.26 |  |  |
| 4.5 | 18.0 |  |  |  |  |  |  |  |  |  |  |
| WOODSBRO |  | B | f10.00 |  | 11.40 |  | 6.44 |  | 11.18 |  |  |
| 1.2 | 1.6 |  |  |  |  |  |  |  |  |  |  |
| GILLIS |  | B | 9.55 |  | 11.38 |  | 6.42 |  | 11.16 |  |  |
| 2.0 | 1.1 |  |  |  |  |  |  |  |  |  |  |
| HOLT |  | DP | s 9.52 |  | 11.35 |  | f 6.39 |  | 11.13 |  |  |
| 4.5 | 1.1 |  |  |  |  |  |  |  |  |  |  |
| TRULL |  | B | 9.45 |  | 11.27 |  | 6.32 |  | 11.06 |  |  |
| 1.4 | 0.5 |  |  |  |  |  |  |  |  |  |  |
| MIDDLE RIVER |  | DP | s 9.42 |  | 11.23 |  | f 6.29 |  | 11.04 |  |  |
| 1.4 | 10.6 |  |  |  |  |  |  |  |  |  |  |
| ORWOOD |  | DP | s 9.37$^{41}$ |  | 11.19 |  | f 6.24 |  | 11.00 |  |  |
| 3.5 | 12.7 |  |  |  |  |  |  |  |  |  |  |
| BIXLER |  | B | f 9.32 |  | 11.14 |  | 6.19 |  | 10.54 |  |  |
| 3.1 | 0 |  |  |  |  |  |  |  |  |  |  |
| KNIGHTSEN |  | DP | s 9.27 |  | 11.10 |  | f 6.15 |  | f10.49 |  |  |
| 3.1 | 6.6 |  |  |  |  |  |  |  |  |  |  |
| OAKLEY |  | DP | s 9.19 |  | 11.05 |  | f 6.11 |  | 10.43 |  |  |
| 4.7 | 15.8 |  |  |  |  |  |  |  |  |  |  |
| SANDO |  | B | 9.11 |  | 10.58 |  | 6.05 |  | 10.35 |  |  |
| 1.3 | 15.8 |  |  |  |  |  |  |  |  |  |  |
| ANTIOCH |  | P | s 9.09 |  | s10.55 |  | s 6.02 |  | s10.32 |  |  |
| 3.9 | 7.9 |  |  |  |  |  |  |  |  |  |  |
| PITTSBURG |  | DP | s 9.00 |  | 10.47 |  | s 5.54 |  | s10.22 |  |  |
| 3.5 | 11.5 |  |  |  |  |  |  |  |  |  |  |
| BROSE |  | B | f 8.53 |  | 10.42 |  | 5.48 |  | 10.16 |  |  |
| 4.4 | 15.8 |  |  |  |  |  |  |  |  |  |  |
| BAY POINT |  | P | s 8.47 |  | 10.37 |  | 5.43 |  | f10.08 |  |  |
| 1.9 | 0 |  |  |  |  |  |  |  |  |  |  |
| BLUME |  | B |  |  |  |  |  |  |  |  |  |
| 1.5 | 0 |  |  |  |  |  |  |  |  |  |  |
| MALTBY |  | B | f 8.40 |  | 10.32 |  | 5.37$^{9}$ |  | 10.01 |  |  |
| 1.6 | 0 |  |  |  |  |  |  |  |  |  |  |
| VINE HILL |  | B | f 8.37 |  | 10.29$^{41}$ |  | 5.33 |  | 9.58 |  |  |
| 1.9 | 0 |  |  |  |  |  |  |  |  |  |  |
| MUIR |  | DP | f 8.34 |  | 10.25 |  | f 5.28 |  | f 9.55 |  |  |
| 2.7 | 0 |  |  |  |  |  |  |  |  |  |  |
| GLEN FRAZER |  | P | f 8.28 |  | 10.19 |  | 5.23 |  | f 9.50 |  |  |
| 1.8 | 52.8 |  |  |  |  |  |  |  |  |  |  |
| CHRISTIE |  | NP | f 8.22 |  | 10.14 |  | f 5.18 |  | 9.45 |  |  |
| 4.3 | 52.8 |  |  |  |  |  |  |  |  |  |  |
| LUZON |  | B | f 8.14 |  | 10.05 |  | 5.11 |  | 9.35 |  |  |
| 1.6 | 52.8 |  |  |  |  |  |  |  |  |  |  |
| HERPOCO |  | B | 8.11 |  | 10.02 |  | 5.09 |  | 9.31 |  |  |
| 0.4 | 41.2 |  |  |  |  |  |  |  |  |  |  |
| PINOLE |  | DP | s 8.10 |  | 10.01 |  | s 5.08 |  | s 9.29 |  |  |
| 1.6 | 25.9 |  |  |  |  |  |  |  |  |  |  |
| GATELEY |  | B | 8.06 |  | 9.59 |  | 5.05 |  | 9.25 |  |  |
| 3.3 | 52.8 |  |  |  |  |  |  |  |  |  |  |
| RHEEM |  | B | 8.00 |  | 9.53 |  | 4.59 |  | 9.19 |  |  |
| 1.5 | 13.2 |  |  |  |  |  |  |  |  |  |  |
| SAN PABLO |  | DP | 7.57 |  | 9.50 |  | 4.57 |  | 9.16 |  |  |
| 1.8 | 52.8 |  |  |  |  |  |  |  |  |  |  |
| **RICHMOND** |  | P | s 7.53 | AM<br>8.02 | s 9.47 | AM<br>11.34 | s 4.53 | PM<br>6.47 | s 9.12$^{5}$ | PM<br>9.32 | 9.45<br>PM |
| 0.6 | 0 |  |  |  |  |  |  |  |  |  |  |
| RICHMOND AVE. |  |  | f 7.50 | 8.00 | f 9.46 | 11.32 | f 4.50 | 6.45 | f 9.05 | 9.30 |  |
| 1.5 | 0 |  |  |  |  |  |  |  |  |  |  |
| **FERRY POINT** |  | P | 7.45<br>AM<br>7.35 | 7.55<br>AM | 9.42<br>AM<br>9.35 | 11.27<br>AM | 4.45<br>PM<br>4.35 | 6.40<br>PM | 9.00<br>PM<br>8.35 | 9.25<br>PM |  |
| 7.7 |  |  |  |  |  |  |  |  |  |  |  |
| SAN FRANCISCO |  |  | 7.00<br>AM |  | 9.00<br>AM |  | 4.00<br>PM |  | 8.00<br>PM |  |  |
| 95.5) |  |  | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Average speed per hour |  |  | (28.0) | (18.0) | (34.9) | (18.0) | (33.1) | (18.0) | (30.6) | (18.0) | (16.6) |

No. 34 has no Time Table superiority.

## OAKLAND DISTRICT

| WESTWARD | | | | | | | | Capacity of Sidings | Distance from Richmond | Fuel, Water Turn Tables and Wyes | Ruling Grade Ascending | TIME TABLE<br>NO. 51<br>October 23, 1921 | Ruling Grade Ascending | Telegraph and Telephone Offices and Booth Phones | EASTWARD | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| First Class | | | | | | | | | | | | | | | First Class | | | | | | | |
| 305 | 303 | 309 | 301 | 341 | 311 | 321 | 307 | | | | | | | | 310 | 312 | 322 | 314 | 342 | 306 | 302 | 308 |
| PASSENGER | PASSENGER | The Navajo | PASSENGER | PASSENGER | PASSENGER | The Missionary | PASSENGER | | | | | | | | PASSENGER | PASSENGER | The Missionary | PASSENGER | PASSENGER | PASSENGER | The Navajo | PASSENGER |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| PM 9.33 | PM 7.10 | PM 6.48 | PM 3.15 | AM 11.35 | AM 8.15 | AM 8.03 | AM 6.15 | Yard | | FW TY | | **RICHMOND** | 0 | P | AM 7.25 | AM 9.15 | AM 9.25 | PM 12.45 | PM 4.25 | PM 8.00 | PM 8.25 | PM 10.43 |
| | | | | | | | | | | | 14.1 | 3.9 | 49.4 | | | | | | | | | |
| 9.43 | 7.20 | 6.58 | 3.25 | 11.45 | 8.25 | 8.13 | 6.23 | 10 | 3.9 | | | MALOTT | | | 7.15 | 9.05 | 9.15 | 12.35 | 4.15 | 7.50 | 8.15 | 10.33 |
| | | | | | | | | | | | 64.4 | 0.9 | 39.6 | | | | | | | | | |
| 9.44 | 7.21 | 6.59 | 3.26 | 11.46 | 8.26 | 8.14 | 6.24 | 45 | 4.8 | | | DWIGHT | | | 7.14 | 9.04 | 9.14 | 12.34 | 4.14 | 7.49 | 8.14 | 10.32 |
| | | | | | | | | | | | 23.2 | 1.7 | | | | | | | | | | |
| | | | | | | | | | 6.5 | | | S. P. Co. Electric Crossing | | | | | | | | | | |
| | | | | | | | | | | | 36.2 | 1.5 | 2.11 | | | | | | | | | |
| s 9.50 | 7.27 | s 7.05 | 3.32 | s11.51 | 8.32 | s 8.20 | 6.30 | 30 | 8.0 | | | BERKELEY | | DP | s 7.08 | 8.58 | s 9.08 | 12.28 | s 4.08 | 7.43 | s 8.08 | 10.26 |
| | | | | | | | | | | | 44.7 | 1.9 | 87.8 | | | | | | | | | |
| | | | | | | | | | 9.9 | | | S. P. Co. Berkeley Branch Crossing | | | | | | | | | | |
| | | | | | | | | | | | 52.8 | 1.0 | 95.0 | | | | | | | | | |
| 9.58 PM | 7.35$^{306}$ PM | 7.15 PM | 3.40 PM | 11.59 AM | 8.40 AM | 8.30 AM | 6.38 AM | Yard | 10.9 | WY | | **OAKLAND** | | P | 7.00 AM | 8.50 AM | 9.00 AM | 12.20 PM | 4.00 PM | 7.35$^{303}$ PM | 8.00 PM | 10.18 PM |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | (10.9) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| (26.1) | (26.1) | (24.2) | (26.1) | (26.1) | (26.1) | (24.2) | (28.4) | | | | | Average speed per hour | | | (26.1) | (26.1) | (26.1) | (26.1) | (26.1) | (26.1) | (26.1) | (26.1) |

## OAKDALE DISTRICT

| WESTWARD | | | Capacity of Sidings | Ruling Grade Ascending | Fuel, Water Turn Tables and Wyes | Distance from Riverbank | TIME TABLE<br>NO. 51<br>October 23, 1921 | Ruling Grade Ascending | Telegraph and Telephone Offices | EASTWARD | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| First Class | | | | | | | | | | First Class | | |
| 205 | 209 | 207 | | | | | | | | 236 | 222 | 212 |
| MOTOR | MOTOR | MOTOR | | | | | | | | MOTOR | MOTOR | MOTOR |
| Leave Daily | Leave Daily | Leave Daily | | | | | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily |
| PM 5.50 | PM 2.10 | AM 10.35 | 40 | | Y | 6.5 | **OAKDALE**<br>S. P. Co. Oakdale Branch Crossing | | DP | AM 9.20 | PM 12.50 | PM 3.25 |
| | | | | 31.7 | | | 6.5 | 21.1 | | | | |
| 6.05 PM | 2.25 PM | 10.50 AM | YARD | | Y<br>FW<br>T | | **RIVERBANK** | | P | 9.05 AM | 12.35 PM | 3.10 PM |
| Arrive Daily | Arrive Daily | Arrive Daily | | | | | (6.5) | | | Leave Daily | Leave Daily | Leave Daily |
| (26.0) | (26.0) | (26.0) | | | | | Average speed per hour | | | (26.0) | (26.0) | (26.0) |

## SPECIAL RULES

(Continued from page 3.)

41. Rules 211-A and 744 are modified as follows: In manual or automatic block territory Form 19 train order may be used to restrict the superiority of trains, except that Form 31 must be used,

(a) when block is out of service,
(b) when necessary to restrict a train which is at blind siding or closed office,
(c) when necessary to restrict a train which has been cleared, (see Rule 219)
(d) when issuing order, example 3 of Form "G," giving right over all trains,
(e) when reducing a time order,
(f) when order is to be delivered superior train at meeting point,
(g) when necessary to notify trains of obstructions or extremely unsafe condition of track or bridges,
(h) when any portion of double track is used as single track.

Form 19 may be placed at points outside of block territory provided such orders are to be executed inside of block.

Operators before delivering orders to a train must fill out clearance card and repeat the address and order numbers to the dispatcher, who must make record of the train and orders in his train order book, and if correct and include all orders for the train at that office give "O.K." with the time and his initials to the operator, who will endorse same on the clearance card and deliver as prescribed by rule. Clearance cards must not be filled out nor "O.K." given in advance of the approach of train.

42. Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory which the rear of the train having passed normal speed may be resumed.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

### INSTRUCTIONS GOVERNING OPERATION OF THE TRAIN STAFF SYSTEM BETWEEN KERN JUNCTION AND BAKERSFIELD.

43. Staff Instruments are located in the telegraph offices at Kern Junction and Bakersfield, and will govern train movements between these stations, possession of the staff being authority for trains to proceed.

Trains before entering block must have staff in possession of leading engineman, who must manifest same by signal (G) Rule 14. When movement for which staff is given is completed engineman must immediately deliver staff at end of block by dropping in designated place or handing to Operator. Staff will be enclosed in pouch and engineman must know that it is therein.

Operators having received staff must pass same through

See pages 13, 14 and 15 for additional rules, etc.

(Continued from page 12)

instrument before delivering to another train and must keep in touch with train movement and have staff ready.

In the event of staff instrument failing to operate, trains will be notified by train order and will then be governed by time table and train orders in accordance with the Rules.

44. Rule 854, Book of Rules and Regulations Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

Automatic signals upper quadrant type between Bakersfield and Jastro, and between Calwa and Richmond—Ferry Point. Trains finding signals 8781, 681, 9881, 10451, 10841, 10851, 10861, 11091, 11101, 11103, 11401, 11403, 11411, 11531, 11781, 11791, and 1 westward, and signals 8782, 9882, 9902, 10462, 10852, 10862, 10882, 11102, 11122, 11404, 11412, 11422, 11534, 11792, 11796, 12 and 2 eastward, in stop position will stop and then if signal does not clear, proceed under control through the block.

45. Maximum speed of passenger trains thirty miles per hour and freight trains twenty miles per hour over switches and frogs entering or leaving turn outs at double track junctions Richmond and Calwa and Visalia District, connection Calwa. Maximum speed of all trains entering or leaving all other turn outs and crossovers, ten miles per hour.

## First District

**SPEED LIMITATIONS.**

46. 8 miles per hour through city limits of Hanford.

## Second and Oakdale Districts

**SPEED LIMITATIONS.**

47. 6 miles per hour through city limits of Fresno.
8 miles per hour through city limits of Merced.

48. Movements of trains, light engines and switch cuts over double track between Fresno and Calwa will be made in accordance with rules D-151 and D-152.

## Third District

49. In addition to regular train signals, all trains, both day and night, will display each a lighted red and white hand lantern on rear of train between Maltby and Richmond and will also carry a lighted red and white lantern in cab of engine for convenient use in case of trouble.

All trains will use headlight through Franklin tunnel.

Helper engines must not be detached from trains in tunnels.

Passenger trains backing between Richmond and Ferry Point will have brakeman stationed on the forward platform, provided with brake valve, air whistle and, in addition, at night a white light.

Headlight on engines standing under train shed, Ferry Point, must be extinguished when steamers landing if reflection of same toward boat or slip.

50. In switching at Hercules powder plant cars must not be "dropped" into any of the spurs but must be carefully shoved to spot or coupling.

In switching at Valley Spur, Muir, air must be coupled up and working on all cars, under no circumstances will cars be "dropped" or "kicked."

51. Trains meeting at Vine Hill or Sando must observe the following:

At Vine Hill eastward train holding main track must not pass preliminary board until signal 11582 assumes "Block" position.

At Sando westward train holding main track must not pass preliminary board until signal 11403 assumes "Block" position.

When stopped in compliance with above and track is seen and known to be clear trains may enter block under control. This modifies Rule 854.

52. Movements of trains, light engines and switch cuts, over double track between Richmond and Ferry Point, will be made in accordance with Rules D-151 and D-152.

**SPEED LIMITATIONS.**

53. 8 miles per hour, through city limits of Stockton, and Antioch.
20 miles per hour, all trains crossing Alhambra viaduct.
All trains over San Joaquin drawbridge B-1124.
All trains over Middle River and Orwood drawbridges Nos. A-1135 and A-1137.
25 miles per hour, all trains through city limits of Pittsburg.
30 miles per hour, all freight trains in either direction between Maltby and Pinole.
45 miles per hour, all passenger trains between Maltby and Pinole.

## Visalia District

**SPEED LIMITATIONS.**

54. 8 miles per hour through city limits of Tulare.
15 miles per hour through city limits of Visalia.

55. No. 24 arriving at Corcoran will turn on wye and back to station.

## Oakland District

56. Number 307 is superior to number 310.
Number 321 is superior to number 312.
Number 311 is superior to number 322.
Number 341 is superior to number 314.
Number 301 is superior to number 342.
Number 309 is superior to number 306.
Number 303 is superior to numbers 306 and 302.
Number 305 is superior to number 308.

57. No train or engine will exceed a speed of 20 miles per hour between the railroad crossing sign east of the interlocking plant and San Pablo Avenue, Oakland, and unnecessary use of the whistle must be avoided. Engine bell must ring continuously within these limits; the use of the whistle for grade crossing signals may be omitted except in case of fog or other unusual conditions, when the whistle may be moderately and reasonably used.

## Porterville District

58. Time Table and Rules and Regulations of the Operating Department, Southern Pacific Co., will govern between Oil Junction and Ducor.

**SPEED LIMITATIONS.**

30 miles per hour all freight trains between Cutler and Ducor.

## JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:

- Corcoran for First District
- Laton for First District
- Cutler for Visalia District
- Reedley for Visalia District
- Wyeth for Porterville District
- Landco for First District
- Minkler for Wahtoke District
- Calwa for Westward trains from First District
- Fresno for Eastward trains
- Riverbank for Second and Third District trains
- Richmond for Westward Third District trains
- Richmond-Oakland District for Third District trains

## Railroad Crossings at Grade and Interlockers.

### FIRST DISTRICT

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|---|---|---|---|
| Hanford | S. P. Goshen branch. East end West siding and West end East siding. Ice house track. Stock yard track. | Interlocker. Lower quadrant signals | For Round house lead ——— O<br>Storehouse —— —— O<br>From Round house store house or yard lead to Main track sound signal for track from which moving. |
| Calwa | S. P. main track and entrance to yard. | Interlocker, Lower quadrant signals. | |

### VISALIA DISTRICT

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|---|---|---|---|
| Tulare | S. P. main line. | Interlocker, Lower quadrant. No distant signals. | |
| Visalia | S. P. Visalia branch. | Stop. Send flagman ahead. | |
| Peral 1.9 West | S. P. Porterville branch | Stop. Rules 98, A, B, and C. | |
| Lac Jac | S. P. Porterville branch | Stop. Rules 98, A, B and C. | |

### PORTERVILLE DISTRICT

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|---|---|---|---|
| Redbanks | Visalia Elec. | Stop. Rules 98, A, B and C. | |
| Exeter 0.3 West | Visalia Elec. | Stop. Rules 98, A, B and C. | |
| Mirador 1.3 West | Visalia Elec. | Stop. Rules 98, A, B and C. | |
| Strathmore Jct. 0.3 East | Visalia Elec. | Stop. Rules 98, A, B and C. | |
| Porterville 0.8 East | P. N. E. Railway. | Stop. Rules 98, A, B and C. | |

### LATON DISTRICT

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|---|---|---|---|
| Laton 1.9 West | S. P. Goshen branch. | Stop. Rules 98, A, B and C. | |
| Cornwell | H. S. L. R. R. | Stop. Rules 98, A, B and C. | |

### SECOND DISTRICT

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|---|---|---|---|
| Fresno, Tower No. 2 1.4 East | S. P. Porterville branch. Double track Crossover. Approach locking. | Interlocker, Upper quadrant signals, semi-automatic. | Switch lead ——O<br>For Crossovers——— O ——— |
| Fresno, Tower No. 1 | S. P. Pollasky branch. Double track Crossovers, yard lead and Industry tracks. Approach locking. | Interlocker, Upper quadrant signals, semi-automatic. | For Crossovers ——— O——<br>Pike lead —— O<br>Guggenhime No. 1 and Corral track OO — OO<br>Guggenhime No. 2 OO ——O<br>Hill tracks OOO ——— |
| Kismet | S. P. Berenda branch. Approach locking. | Interlocker, Upper quadrant signals, semi-automatic. | |
| Merced, Tower No. 2 | Y. V. R. R. Approach locking. | Interlocker, Upper quadrant signals, semi-automatic. | |
| Merced, Tower No. 1 1.7 West | S. P. Oakdale branch. Approach locking. | Interlocker, Upper quadrant signals, semi-automatic. | |

### OAKDALE DISTRICT

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|---|---|---|---|
| Oakdale | S. P. Oakdale branch. | Stop. Rules 98, A, B and C. | |

### THIRD DISTRICT

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|---|---|---|---|
| Stockton Tower No. 2 0.4 East | W.P. and S. P. main tracks and transfer tracks. Approach locking | Interlocker, Upper quadrant signals, semi-automatic. No distant signals. | S. P. transfer OOO —— |
| Stockton, Hunter St. | W. P. branch and T. S. R. R. | Upper quad., Manual operated signals, no derails. | W. P. transfer ——— O |
| Stockton 0.5 West | Wye Crossing. | Upper quad., Semi-automatic, Manual operated signals, no derails. | W. P. main track connection O ——— |
| Woodsbro 1.0 East | San Joaquin River Drawbridge Approach locking. | Interlocker, Upper quadrant signals, semi-automatic. | |
| Middle River | Drawbridge Approach locking | Interlocker, Upper quadrant signals, semi-automatic. | |
| Orwood 0.3 East | Drawbridge Approach locking | Interlocker, Upper quadrant signals, semi-automatic. | |

### OAKLAND DISTRICT

| Location | Tracks Governed | Rules | Whistle Signals Additional to Rule 820 |
|---|---|---|---|
| Berkeley, Golden Gate Tower 1.9 West | S. P. R. R. Berkeley branch. | Interlocker, No distant signals, Lower quadrant home signals. | |
| Schindler, Masonic Ave. Tower | S. P. Electric. | Interlocker, Upper quadrant signals. | |

**"Approach locking" indicates that towerman cannot change route (in less than two minutes) after an approaching train on main track has entered block.**

## Sidings, Spurs and Flag Stops not shown on face of Time Table

| LOCATION | Miles from Albuquerque | Car Capacity | Switch Connection | Flag Stops for Trains |
|---|---|---|---|---|
| **FIRST DISTRICT** | | | | |
| Palmo | 910.4 | 4 | East | Carload freight only |
| Petro | 920.0 | 8 | West | Carload freight only |
| Spa | 938.5 | 14 | East & West | Freight |
| Alpaugh | 941.8 | Branch | East | Freight |
| **SECOND DISTRICT** | Miles from Albuquerque | | | |
| Solo | 1017.0 | 6 | East | Freight |
| Cortez | 1074.6 | 3 | West | Carload freight only |
| Fells | 1083.7 | 7 | East | Carload freight only |
| **VISALIA DISTRICT** | Miles from Corcoran | | | |
| Siete | 6.7 | 4 | West | Carload freight only |
| Imhoff | 16.0 | 10 | West | Carload freight only |
| Loma | 20.3 | 50 | West | Carload freight only |
| Higby | 22.0 | 10 | East | Carload freight only |
| Pasuco | 23.6 | 83 | East | Carload freight only |
| Giffen | 43.9 | 3 | East | Freight |
| Mattei | 65.1 | 166 | West | Freight |
| **WAHTOKE DISTRICT** | Miles from Reedley | | | |
| Woodrock | 12.5 | 61 | East | Freight |
| **PORTERVILLE DISTRICT** | Miles from Minkler | | | |
| Spur | 26.2 | 5 | East | Carload freight only |
| Woodlake | 33.2 | 4 | Branch from Redbank | Carload freight only |
| Matchin | 37.2 | 6 | East | Carload freight only |
| Cleary | 44.3 | 16 | West | Carload freight only |
| Sierra Heights | 48.5 | 13 | East | Carload freight only |
| Gillette | 50.4 | 63 | East | Carload freight only |
| Strathmore | 52.0 | Branch | East | Carload freight only |
| Linden | 52.5 | 30 | West | Carload freight only |
| Adams | 52.9 | Branch | East | Carload freight only |
| Aloha | 54.5 | 27 | East | Carload freight only |
| Lumer | 60.9 | 16 | East | Carload freight only |
| Sunland | 61.4 | Branch | West | Carload freight only |
| Magnolia | 62.0 | 8 | East & West | Carload freight only |
| Lempom | 63.8 | 2 | East | Carload freight only |
| **THIRD DISTRICT** | Miles from Albuquerque | | | |
| Harrold | 1099.5 | 5 | West | 10, 41 & freight |
| Permelia | 1114.8 | 5 | West | Carload freight only |
| Lacto | 1132.2 | 19 | East & West | 10, 41 & Freight |
| Werner | 1139.0 | 20 | Siding | 41, 10 & Freight |
| Steel | 1155.0 | 37 | West | Carload freight only |
| Nichols | 1161.2 | 18 | East | 10, 41 & Freight |
| Pacheco | 1167.3 | 6 | West | Freight |
| **OAKLAND DISTRICT** | Miles from Richmond | | | |
| Cerrito | 5.7 | 11 | East | Carload freight only |
| Peoco | 7.7 | [illegible] | East | Carload freight only |
| Bruce | 7.8 | 6 | West | Carload freight only |
| Alcatraz | 9.4 | 12 | East & West | Carload freight only |
| Opaco | 10.0 | 8 | West | Carload freight only |
| Redo | 10.1 | 12 | West | Carload freight only |

### LENGTH OF WYE STEMS

| | | | |
|---|---|---|---|
| Blume | 292 feet | Oakland | 350 feet |
| Laton | 260 feet | Lanare | 505 feet |
| | | Oakdale | 300 feet |
| Porterville | 425 feet | Bakersfield | 456 feet |

## SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES AND SANTA FE COAST LINES HOSPITAL ASSOCIATION—VALLEY DIVISION.

DR. W. A. MORRISON, Chief Surgeon, Kerckhoff Building, Los Angeles

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| DR. J. B. ROSSON | Tulare |
| DR. T. O. McSWAIN | Visalia |
| DR. G. A. HAWKINS | Reedley |
| DR. E. G. SIMON | Oakland |
| DR. H. D. BELL, Consulting Surgeon | Oakland |
| DR. E. E. BRINCKERHOFF (Oculist) | Oakland |
| DR. J. AUDLEY YOUNG | Oakdale |
| DR. C. W. LOCKE | Lindsay |
| DR. S. A. BARBER | Porterville |

### LOCAL WATCH INSPECTORS

| | |
|---|---|
| E. W. MARTIN | Oakland |
| OTTO A. POULSEN | Richmond |
| AMERICAN JEWELRY CO. | Bakersfield |

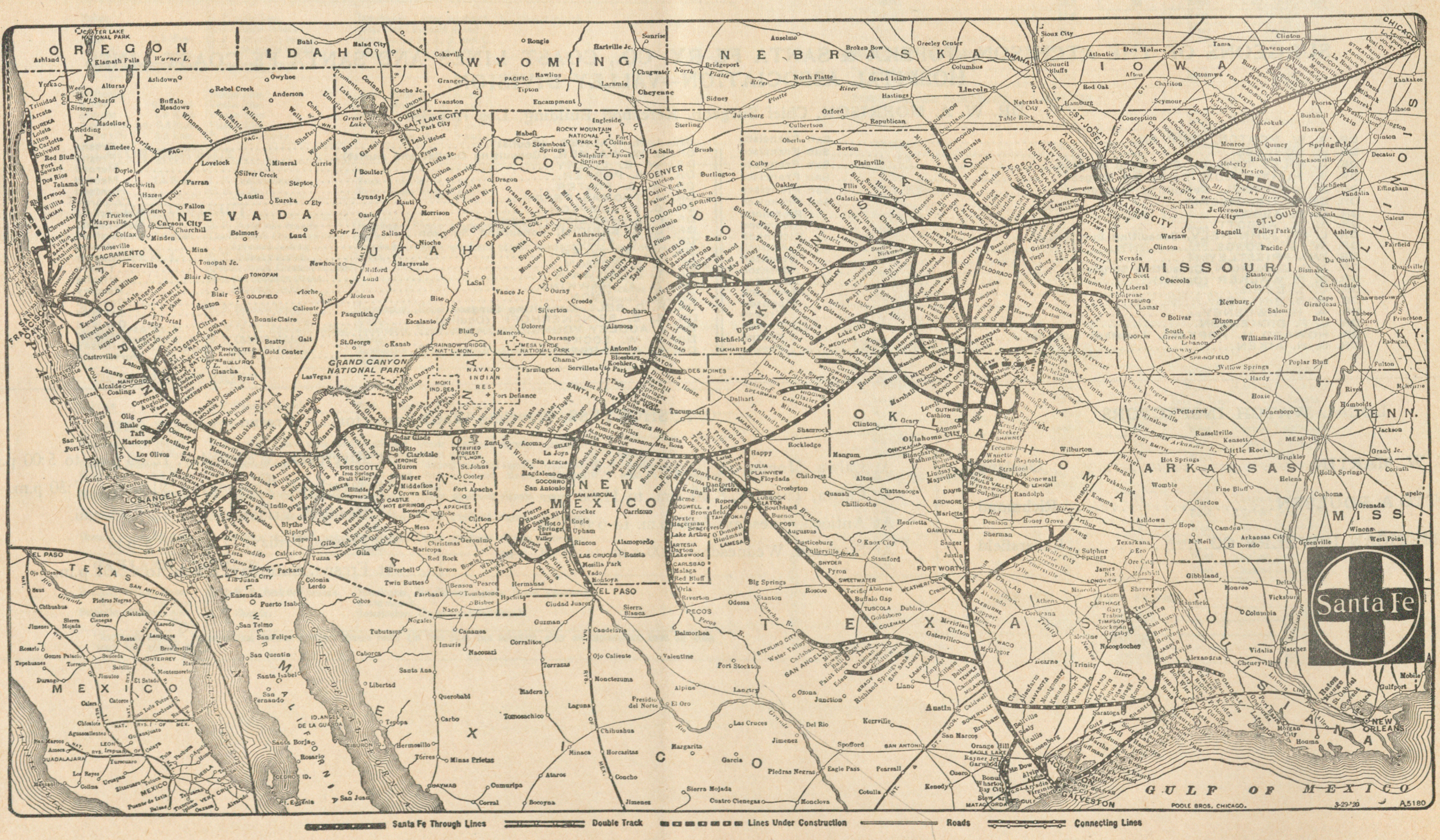
### C. K. SHORTESS, Traveling Watch Inspector.....Fresno

At Calwa, Monday, 8:10 a.m. to 4:40 p.m.
At Calwa, Tuesday, 8:10 a.m. to 11:00 a.m.
At Antioch, Tuesday, 5:00 p.m. to 6:00 p.m.
At Stockton, Wednesday, 7:00 a.m. to 11:50 a.m.
At Riverbank, Wednesday, 12:30 p.m. to 5:00 p.m.
At Riverbank, Thursday, 7:30 a.m. to 7:30 p.m.
At Reedley, Friday, 8 a.m. to 9:45 a.m.
At Fresno, Friday, 11 a.m. to 5 p.m.
At Fresno, Saturday, 8 a.m. to 12:01 p.m.

# SANTA FE SAFETY FIRST

## "Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition."

(See General Rules E and F, Book of Rules.)


OREGON
IDAHO
WYOMING
NEBRASKA
IOWA
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UTAH
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ARIZONA
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GRAND CANYON NATIONAL PARK
GULF OF MEXICO
Santa Fe
POOLE BROS. CHICAGO.
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Santa Fe Through Lines
Double Track
Lines Under Construction
Roads
Connecting Lines